

NEW ZEALAND'S OWN MOTORCYCLE PUBLICATION
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**NEW
ZEALAND**

MOTORCYCLE NEWS

**HONDA
DUNSTALL
900**



Marlboro Country

A black and white photograph of a man sitting in a field, leaning against a large rock. He is wearing a light-colored shirt and dark trousers. He is holding a cigarette in his right hand and a small white cup in his left hand. The background is a hilly, grassy landscape.

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NEW ZEALAND

MOTORCYCLE NEWS

Former Road Racer Appointed ACU Secretary

Max Cleverly, a 45-year-old accountant and winner of the 1968 Bay of Plenty Open Grand Prix, had been appointed full time secretary of the NZACU. Mr Cleverly took up his appointment soon after the ACU executive meeting on May 3 and is already installed in an office in Hamilton.

Mr Cleverly has had extensive experience in accounting, particularly in the dairy industry, and has been the secretary of a number of companies. In addition he has in the past been active in both the Whangarei and Tauranga Motor Cycle clubs and he was a regular competitor in various types of event during the 1950's and '60's.

The appointment of a full time secretary has come about after a remit by the Manawatu Orion club at the annual conference of the NZACU at Christchurch in April. The club called for a secretary to be appointed to carry out and speed up all essential services.

Mr Cleverly seems to have just the right qualifications for the job. He has been involved in accounting and secretarial work for the past 22 years, although he "semi retired" himself to work at home last August.

DISTRICT STEWARD

In 1952 he was a founder member of the Portland Motor Cycle Club, which was soon to become known as the Whangarei Motor Cycle Club. He held a number of positions with the club, including that of North Auckland district steward in 1959/60, until his departure in 1960 for Tauranga.

During his association with the Whangarei club he engaged in all forms of motor cycle sport with the exception of speedway, winning the local

club points scramble championship in 1956 and helping to instigate the Northland Grand Prix road race, which ran for a decade from the mid-fifties.

After his move from Northland, Mr Cleverly was active in the Tauranga club for a couple of years until business commitments dictated otherwise. From the late '50's, road racing became his number one two-wheeled activity. He started with a BSA Gold Star in 1957, then in 1962 he purchased the ex-Peter Pawson 1959 Manx Norton 350. The year 1964 was a particularly good one for Max, as he set four national records - one of which still stands. He set the 350 and 500cc beach records and the standing quarter-mile times for the same capacities on Manx Nortons. His national 350cc beach record still stands at 112.1 miles per hour. Other victories came his way, particularly at the Pukekohe circuit, and he claims to have ridden at every circuit in New Zealand at that time.

Back now into the thick of motor cycling, Max says he has "come into the position with an open mind and I'll be giving the best service I can to clubs and competitors". His office (which at the time of writing housed an upturned packing case for a desk) is situated in the Thompson's Building, 38 Ward St (opposite the NAC booking office), Hamilton. An answer phone service is to be installed - the number is Hamilton 83464.

PREMIUM PETROL ONE DOLLAR A GALLON

Who's against motorcycles now? With petrol at one dollar a gallon the case for owning a motor cycle in place of, or as well as, a car is gaining ground rapidly. So is the case for persuading the Government to soften its restrictive hard line on motor cycle hire purchase.

One dollar for a gallon of petrol that takes a car 25 miles (or less) is no joke. It's no joke on a motorcycle that does 40 - 50 miles to the gallon either. But for the private motorist, who is nailed once again, a motor cycle is beginning to make a lot of sense.



Greg Power, recently returned from Australia, where he performed well in the Australia versus New Zealand Suzuki trials series, won the Peapack club's first Cottingham Cup trial on his Yamaha TY 250.

CHANGE IN POWER CYCLE LAWS

Owners of machines without pedals and an engine capacity under 60cc will have to declare their machines as motor cycles from the next relicensing period onward.

These moves come about through changes to the rules covering power cycle licences and warrants of fitness, which will come into effect on July 1 this year.

In order to be licenced as a power cycle, a machine will have to be fitted with pedals. Machines with no pedals will be motor cycles and will need to have a warrant of fitness.

The Ministry of Transport believes the power cycle has outgrown the present law. "When power cycles were introduced they were not required to have a warrant of fitness because the engines were small enough to limit their capabilities" the Ministry said recently. "But recent developments have

increased the power of smaller engines. The change is designed to bring the term "power cycle" back to its original meaning and is principally a road safety measure".

The new licencing charge for motorcycles is \$17.25, up from \$16.60 last year. Machines which will remain as power cycles will also have their annual licence fee upped - from \$5.50 to \$5.60.

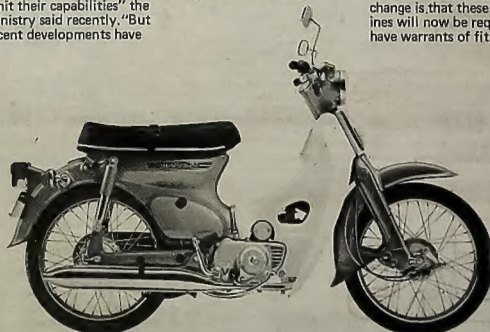
But although machines of up to 60cc which are not fitted with pedals will be termed 'motor cycles' instead of 'power cycles' from July 1, they will still be subject to

the lower power cycle licencing fee of \$5.60, not the motor cycle fee.

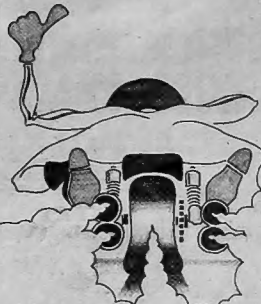
And for the time being at least, conditions of purchase of machines of less than 60cc will remain as previously, with the exception that new machines will need to be issued with a warrant of fitness before sale. Hire purchase and deposit requirements will not be affected.

Under the existing laws, machines of less than 60cc capacity can be bought on 10% deposit and payed off in two years. It is more usual, however, for dealers to stipulate a higher deposit requirement, say one-third, with terms of 12 or 18 months.

So in effect the only change is that these machines will now be required to have warrants of fitness.



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SOUND OFF

There will be many among us who will be highly suspicious of the Government's intention to reclassify machines of less than 60cc that are not fitted with pedals, as motor cycles instead of power cycles. Motor cyclists have been hit in a number of insidious ways lately from one source or another and some people may find it hard to believe that something is actually being done for them.

Ostensibly, the changes are being made in the interests of safety but there again one could argue that changes in the interests of safety could continue to be made until motor cycles - and cars, trucks, buses, bicycles and push-chairs - were legislated out of existence. Heard of the expression 'unsafe at any speed'?

Basically, however, in this case the Ministry of Transport's reasoning appears to be sound. Many of today's tiddlers are capable of performances which only a few years ago would have done justice to a 125cc machine. They have become sophisticated enough to warrant keeping tabs on their suitability to take to the roads - even if it does mean yet another infringement of personal liberty.

And although anyone genuinely interested in motor cycling can be relied upon to keep his or her machine in a safe order it should be remembered that a large proportion of the people who buy one of these popular types of machines do so for reasons other than for the simple joy of riding. In these days of \$1-a-gallon gas, this is going to be even more true. The requiring of all machines, regardless of capacity, to hold a warrant of fitness will afford a little more protection to the unknowledgeable buyer of a second-hand machine of this type.

But it is what the changes could further lead to that is the main basis for suspicion. For the present relicensing fees and hire purchase conditions will remain unchanged - in these respects anything of less than 60cc is still a 'power cycle'. These two factors, along with their low cost of running, have been big selling points and if the Government sees fit to further 'bring into line' the under 60cc machines with bigger capacity machines, the result will undoubtedly be a drop in sales. And that would be strange, indeed, in the face of repeated calls to go easy on gas to conserve overseas funds. One might even postulate that the Government was bent on eliminating motor cycles from the streets altogether - for our own good, of course.

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BETTER SIDECAR COVERAGE WANTED

More effort needs to be put into the promotion of sidcar racing.

One of these days I will go to a race meeting and the sidcar men and their out-fits will be announced correctly, their home towns announced correctly, their passengers announced correctly, etc, by race commentators. And maybe the programme will be correctly printed. Better reporting by the newspapers wouldn't go amiss either. To often we get a lap by lap account of a solo race, but the chairs?

..... the sidcar races were well supported, ten outfits providing close racing. The 0-250cc race....

There are Super Stars in chair racing too, and they are not all sponsored either! R.T. Haines. Pahiatua.

SUZUKI OWNERS CLUB

I wish to inform your magazine of the existence of the newly-formed New Zealand Suzuki Owners' Club in Auckland. The club caters for both motor cycles and cars and we intend to hold socials, barbecues, share maintenance tips and go on trips. Anyone interested in joining should contact the secretary, Suzuki Owners' Club, PO Box 68466, New-



GROUND RULES

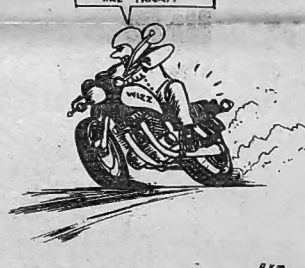
Opinions expressed in the correspondence column are not necessarily those of the Editor, who reserves the right to shorten letters and correct grammar. Letters of 200 words or less will stand a greater chance of publication than those of greater wordage.

ton, Auckland. Thank you and good luck. Marion Towler Onehunga.

HUH??

Sir,
 How cool to be a motor-cycle with petrol at \$1.00 a gallon. Our time is at hand. Ten years ago everyone was laughing and pointing

HOLD ON SUE -
 SOME OF THESE BENDS
 ARE TRICKY!



calendar

JUNE

- Papakura Club's Beach Meeting a Karlotahi; Hutt Valley Club's Levin Road Races.
- Third Round Hamilton Club's Trials Champs; Wairarapa Club's MX; Kapiti Club's Scramble; Auckland Club's MX; Northern Wairoa Club's MX; Central Hawkes Bay Club's trial.
- Second Round Ixion \$5000 winter MX series; Wairarapa Club's trial; North Island Open Road Hillclimb Pongakawa (Tauranga Club); Corsair Club's Trial; North Shore Club's Sporting Trial; Wairarapa Club's Trial (Wakefield Cup event); Whangarei Club's Sporting Trial; Nelson Club's Scramble.
- Hamilton Club's Road Trial.
- Nelson Club's Trial; Northern Wairoa Club's Road Trial; Thames Valley A and B Grade Trial; North Shore Club's MX.
- Nelson Club's Trial; Wairarapa Club's Scramble.

at us. Still, we were here and finding our feet then. We had been brought into being, but nobody wanted us.

However, little did the world suspect that we were educating ourselves, helped immensely by our little mates, the Sons of Nippon. They were great teachers. Now some of us little fellers are getting 120 miles to the gallon, find one car that does that and I'll chew my sprockets.

All of a sudden it was considered the "in" thing to have one of us in the garage boot or whatever. Just like all minorities, our moment of glory has dawned. Take a Jag up the Rimutakas, Count! We go anywhere Road trail, water. The Earth is our playground. Little Yammy.

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MULLER COLLECTS 6TH. TITLE AT N.Z. 750cc BEACH CHAMPS

By Roger Kirby.

Dave Muller collected his sixth beach racing title of the season when he won the national 750cc championships at Kariotahi on May 10. But Muller was not on his usual Honda CR 250 — for this meeting he was loaned Ron Ashley's Suzuki 500.

The beach was a bit soft for the meeting but in good condition and the organising Papakura club were able to feature ½-mile straights for the first time this year.

As he did when he won the 500cc title, Muller had to work hard for his win. His main challenger was Forrest Cardon, whose quick Eso Special now seems to have a measure of reliability. Cardon and Alan Franklin — whose Suzuki 550cc engine came straight out of a 100 midjet racing car — were close behind Muller after the first lap but when Franklin's machine blew a head gasket and he retired.

Muller gained a couple of feet each lap on Cardon and took a very tight line around the pegs so that the only way for Cardon to pass was

around the outside. Cardon tried this move on the third lap but nearly fell and Muller continued to do everything right to collect another (ho-hum) title.

Third place went to Peter Clarkson on his 250 Honda as his Kawasaki 500 would not select gear properly. For a while he was involved in a dice with Les Burdett (750 Kawasaki), and Mark Smit (500 Honda), but on the fifth lap Burdett retired and Clarkson started to get away from Smit who settled for a secure fourth place.

The first race of the day resulted in an easy win for Cardon, but Muller was hard pressed for his second place.

Alan Franklin gave notice that he is a rider to watch on the beach by pushing Muller, who was on his 250 Honda, very hard.

The final race of the day provided the best finish. Carden, Smit and Clarkson all arrived at the last corner together. Cardon took the inside in front followed by Clarkson with Smit round the outside.

Smit beat Clarkson on the drag from the corner, but where was Cardon? Stopped on the exit from the corner with a big hole in his gearbox.

A welcome competitor on the day was Len Perry, who rode an Eso — Norton. Unfortunately, the fuel cap came away from the tank and sprayed Len with fuel.

RESULTS:
N.Z. 750cc Beach Title, D. Muller, Suzuki 500, 1; F. Cardon, Eso special 500cc 2; P. Clarkson, Honda CR 250, 3;
RACE 1, 5-lap Scratch, Cardon, 1; Muller, Honda CR 250, 2; A. Franklin, Suzuki 550, 3;
RACE 2, 5-lap Handicap — M. Smit, Honda CR 500, 1; Franklin, 2; Muller, 3;
RACE 4, 5-lap Handicap — Franklin, 1; Cardon, 2; R. Brewster, Suzuki, 3;
RACE 5, 5-lap Handicap — Smit, 1; Cardon, 2; Brewster, 3.

BOYLE GOES WELL IN AUST.

Peter Boyle, 19-year old runner up to Peter Plien in the national moto cross championships earlier this year, came first equal in a feature event at a meeting in Queensland, Australia recently. Boyle and Phil Turnbull of Palmerston North were on holiday in Queensland in mid-May, when they were offered Suzuki machines by a Brisbane dealer to ride in a local meeting.

Boyle, on a RH 250, won the first open grade 20-minute leg from Hans Appelgren, a fully-sponsored rider on a 360cc Husqvarna. He was leading the second leg until two laps from the end, when he hit another rider and was passed by the Husqvarna rider. But Boyle continued for second place and first equal overall with Appelgren.

Turnbull, on a TM 125 Suzuki, finished third in both 125cc events.

The local club was so impressed with Boyle's performance that they payed for his own Suzuki RH to be flown over immediately (without the motor) for him to ride in a big money event at Toowoomba on May 25, where most of Australia's top riders were performing. The results of this meeting were not available when NZMGN went to press.

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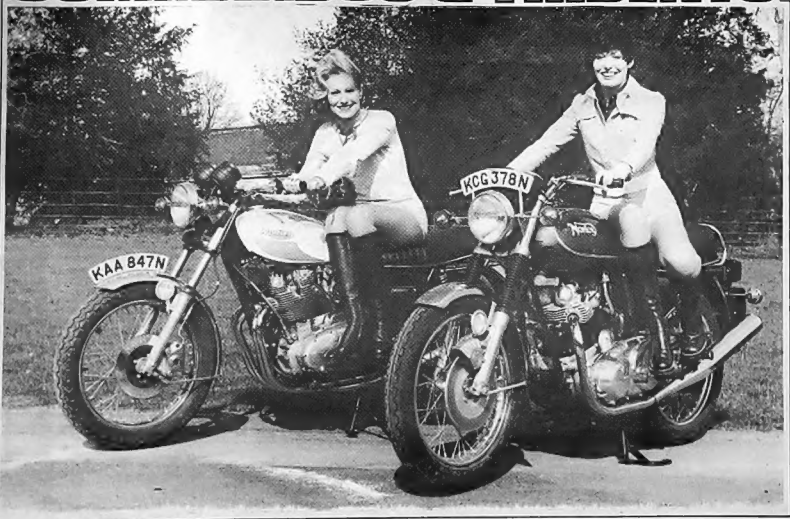


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NEW COMMANDOS & TRIDENTS



The new Norton Commandos and Triumph Tridents now rolling off the production lines in Britain have a host of new features and improvements. Both models now come with disc brakes front and rear, electric starting and left foot gear change operation and both have undergone several other important changes. The twin-cylinder 828cc Norton, still available in four versions in the UK, has its vibration-killing isolation system improved and it is claimed that adjustments can now be made in a matter of minutes with a special key. The need for shimmying is eliminated. Both discs on the Norton are 10.7 inches in diameter — the front disc has been moved to the left of the wheel, as is also the case with the Trident. The three-cylinder 740cc Trident engine is now mounted 15 degrees forward of vertical in the frame, reminiscent of the BSA "Rocket 3" motor. It has shorter forks and a lengthened swing arm, and the new exhaust system gives improved ground clearance. The Trident retains Lucas electrics while Norton has an American starter motor and Japanese battery. The Trident's disc brakes are 10 inches in diameter.

DISCOMBE THE STAR AT BAY OF PLENTY G.P.

The 1975 Bay of Plenty Grand Prix at Bay Park was effectively dominated by Hamilton rider Trevor Discombe on a Yamaha TZ700. Discombe took first place in the open A grade and second in the open racing machine scratch race. He also won the 350cc race on a Yamaha TZ350.

In the production races two riders stood out, Rodger Freeth of Auckland and Craig Waugh (Palmerston North), both riding Kawasaki H2 750's, took a first and a second apiece in the main production events. Both riders managed to tame the alternating wet and dry conditions that prevailed throughout practise and the early part of the race meeting proper.

Rain during practise meant that times were five to ten seconds down on previous times. By race time however, the rain had ceased, and helped by a strong southerly wind, the track began to dry out quickly.

In the main race Ken Fletcher (Yamaha TZ 700) led to start but was soon overtaken by Discombe who held easily on to his lead until the end.

Race interest switched from the run-away Discombe to the fight for second and third place. Fletcher and Martin Bayliss (Yamaha TZ 350) were battling out these positions. The final outcome saw Fletcher take the flag ahead of Bayliss after a race-long duel.

In the open production races Freeth took an early lead in the first event and continued to increase the gap between himself and second place-man Waugh. But in the second production race run on a track that had been wetted by rain, Freeth lagged behind and allowed Waugh to pull out a handy lead. It was only in the later stages of the event that Freeth began to haul in Waugh and as the flag fell Freeth found himself only a few yards behind Waugh.

World News Wire

SPEED ATTEMPT

The Hartwell Motorcycle Club in Melbourne's eastern suburbs is building a machine for an attempt on the Australian motorcycle land speed record and then the world record.

Bert Flood, in conjunction with the Spanish Bultaco factory, will prepare special motors and the whole project will be co-ordinated by Cyclomed Engineering and the Hartwell Club.

PROBLEMS FOR MV

For seventeen years MV Augusta have ruled supreme in the 500 Grand Prix class. Their 3 and 4 cylinder racers with such stars as Graham, Surtees, Hocking, Hailwood, Agostini and Read have won every title. This year, for the first time, they look in real trouble.

In 1975 the d.o.h.c., four valve, four is not as fast as the more powerful two strokes, and their traditional strong point, handling, is another serious problem.

Though the bike is reliable Phil Read is flat out merely trying to stay with the opposition. His dogged professionalism will keep

him up on the pointscore but this year's title will go to a winning rider, and for now a victory seems a long way off for the MV Team.

Research has revealed that the drag factor of such a streamlined shape in conjunction with a low rolling resistance from the special wheels and tyres need surprisingly little power to break all the Australian speed records. Because of this the aim is to fit a specially prepared Bultaco 125 Pursang motor developing little more than 30 bhp to prove the principle and beat Bryan Hindle's figure of two years back. Then with a 360 Bultaco motor the projectile should exceed 200 mph. After these goals have been achieved big sponsorship will be announced for an attempt at the Bonneville Speed Week in 1976. The projectile will be suitably redesigned and a new power unit fitted. As yet the engine make has not been announced.

HAILWOOD TO RIDE AT IOM — BUT NOT COOPER

Former multiple world

road racing champion Mike Hailwood is returning to the Isle of Man, where he has won 12 TT's, this year. But he won't be on an MV, or a Yamaha. He'll be on a Honda. "The Bike" will do a demonstration lap on a Gold Wing GL 1000.

Meanwhile, former top British rider John Cooper, who last rode works Norton in 1973 when he broke his leg, has turned down an offer from Honda to ride at this year's IOM TT.

FOUR-STROKE HUSKY

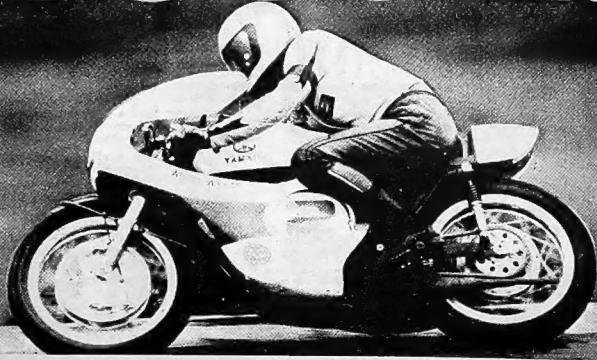
Husqvarna, like the big Japanese factories, are going the four-stroke way and are developing a big-capacity four-stroke moto crosser. They are also shaping a four-stroke enduro model for the American market.

WORLD MX CHAMPS

American Bultaco factory moto crosser Jim Pomeroy won this third round of the world moto cross championships in Belgium ahead of West Germany's Adolf Weil (Maico) and Will Bauer (Suzuki). But Bauer still led the points table comfortably after the Belgian round, from Jaroslav Falta (CZ).

Pomeroy's victory hoisted him to sixth equal place in the championships.

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DUNEDIN'S DENNIS IRELAND MOVES IN ON THE ACTION

From obscure beginnings, Dunedin road racer Dennis Ireland has emerged as one of the most talented and consistent newcomers on the New Zealand motorcycle racing scene — as evidenced by his high placing in the 1975 350cc championship.

His final place in the championship would have been even higher if his win in the 350cc race at the Timaru meeting on Feb 1 had been counted.

The meeting was advertised as a points meeting, but because of a mix up between the Timaru club and the NZACU over the issue of a permit, the meeting was not counted.

As a consequence, several North Island riders, including Steve Dundon, Steve Maxwell, Murray deLacy and Darcy Holmes stayed an extra week in the South Island after the Teretonga meeting for nothing.

At present employed as a china ware buyer by a large Dunedin department store, 20 year old Ireland has come a long way since he entered a local hillclimb event late in 1972 and surprised both spectators and competitors alike with his flamboyant riding.

Entering the hillclimb was quite by chance but was perhaps the turning point in his association with motorcycles and racing. For Dennis, the hillclimb was an opportunity to wring the most out of his Honda — legally. But his entry was quite casual.

Arriving at the bottom of the twisty Norwood Street course without having filled out an entry form, Ireland persuaded the somewhat sceptical local officials to allow him to have a bash.

Scrutineering was not without its hassles.

"What has happened to your front brake?" (the linings were nearly worn out).

"You don't need brakes when you are going up hill", Ireland maintained, and somehow he was allowed to enter the event, complete with ex-Army greatcoat and sandals. (Yes, sandals!)

Spectators must have doubled their eyes — a CB350 crossed up on one of the many curves, at about 70 mph, gravel flying in all directions.

And what did Dennis think about it?

"Great fun".

Already having a reputation as a fearless rider, (some said just plain crazy)

he made quite a few people realise that he was not just a crazy teenage accident looking for a place to happen. His time, 1m 11.55s, was the clincher, faster than a well known local moto cross rider, and as fast as some hillclimb specials.

Although it was over a year until his first road race, Ireland had certainly shown that he had both the nerve and the talent to make it in serious competition racing.

When fellow Dunedinite Jim Landrebe decided to retire from road racing after the inaugural Marlboro series in 1974, Dennis bought his TZ 350 Yamaha and was in at the deep end so to speak.

In January 1974 the Peter Stuyvesant International car race meeting at Teretonga gave Ireland his first taste of road racing.

In the support motorcycle events, he finished

fourth behind such stars as Murray Sayle, Gary Boote and Marty Cropp in the up to 500cc class, and in the open event, he was holding fifth place when his chain snapped.

Apart from the misfortune of the broken chain, it was a most successful debut and he was well pleased with the experience gained.

After Teretonga, a few club meetings provided additional experience before the 1974 Easter Grand Prix at Ruapuna. It was at this meeting he suffered his first major setback.

While in second place behind Stuart Avant in the 350cc GP, he crashed while lapping another rider in the last lap before the short back straight. He is still not sure exactly what happened but remembers flying through the air as his Yamaha cartwheelled off the track. Damage to

the bike was limited to a binged fuel tank and a scratched fairing, but Ireland suffered a broken collarbone.

During the winter off season, Ireland contented himself with setting a new 350cc standing quarter mile record at the Otago Motorcycle Club's drag meeting in June. His time of 11.65 seconds beat the previous record set by Jim Landrebe on the same bike nearly a year before. (It was recently bettered by Ginger Molloy with a time of 11.55s).

The 1975 season started in earnest for the Dunedin rider at the Timaru Marlboro meeting on January 5. Lacking the resources to compete in the North Island legs, the Levels meeting provided the first chance to shape up to some really tough competition.

His riding was eclipsed in the main event by the tremendous battle going on for the lead between Cleek, Hennen, and John Boole, but nevertheless, he finished the event in very creditable ninth place

to be the second 350c home.

A race long lussell with Ginger Molloy in the 350cc race at the Ruapuna Marlboro meeting culminated in Ireland heading off the Huntly expert to take second place behind the then reigning 350cc champion, Stuart Avant.

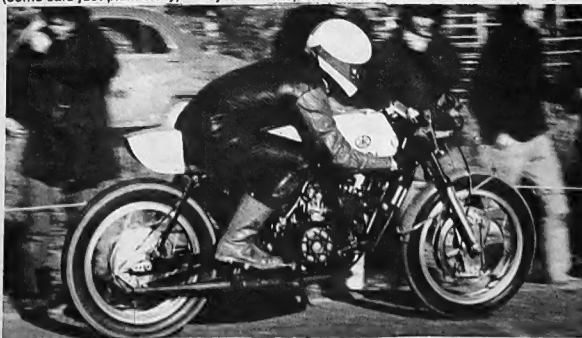
But in the first Marlboro heat, a collapsed big end bearing put him out of the running for the rest of the day.

Frantic repairs and a wait for parts ended with mechanic Peter Watts assembling the bike in time for Ireland to rush back to Christchurch at midnight the following Saturday for the Lady Wigram meeting.

Snatching a few hours sleep in the back of his van before rolling commenced, Ireland put in his practice in the 350cc race and scored second place — not bad for his first time on the track. And to emphasise his adaptability, he finished sixth in the open race ahead of Steve Dundon on his fast Suzuki 500.

The wheel turns, the months slip away and back at Teretonga on January 26 it was a very much more experienced Ireland who took his place on the grid than the rookie who had entered his first race there a year before.

To prove it, he won both 350cc races, was second in the first open race and came fourth in the second. Somewhere in the process he established a new 350cc lap record of 1:10.5, 0.3s outside John Boote's old open class record set on a



Dennis guns the TZ 350 off the line to set a new standing quarter record. Photo: J. Morgan.

IXION \$5000 MX SERIES



Above: Vic Rieter (Yamaha YZ 250) fourth in the second leg at Otaihang.

PLOEN CLEANS UP FIRST ROUND

National moto cross champion Peter Ploen travelled from his home town of Tauranga to the Ixion club's circuit at Otaihang, one mile north of Paraparumu, to score a maximum of 40 points in the first round of the club's \$5000 Winter series.

Ploen earned his points — and \$150 prize money — by winning both of the 20-minute-plus-one-lap legs. Although he was unbeatable on the day, the battling which took place behind him for the lower placing ensured great value for the spectators. And it wasn't surprising that all the riders were giving it everything they had got — prize money was payed down to 14th place (\$15). In a way, all riders that qualified for the two feature legs came away with at least \$5.00 because all qualifiers automatically had their entry fee for the next round of the series paid for them.

Prize money was paid out on the results of the two main races and on a six-lap consolation race for non-qualifiers.

GOOD CIRCUIT

Riders lavished praise on the Otaihang circuit, which was probably in better condition than it has ever been. It was faster than before but packed with interesting features such as fast curves, berms, jumps and sharp corners. The surface is made up of very dark, fine soil, sandy in places but a couple of light showers during the day kept the dust down.

Below: The revamped Otaihang circuit received wide acclaim.

However, because the weather was in the balance the crowd was not as big as expected. Increased advertising and word of mouth enthusiasm from the first round should increase the numbers of both spectators and rider entries for the second round on June 15.

The fastest 35 riders from the preliminary heats qualified for the two main legs. Ploen kept his RH 250 Suzuki well out of reach of the rest of the field in both events although Lower Hutt riders Brian Martin and Gary Whitaker usually managed to keep Ploen in sight. Martin put in a particularly creditable performance on his TM 125 Suzuki. He kept the little motor buzzing to claim second place ahead of young Whitaker (YZ 250 Yamaha) in the first leg. Whitaker was in great form, however, and he got the better of the experienced Martin in the second leg. The pair finished the day with 29 points each, sharing second place in the points table and the \$190 accumulated prize money for second and third places.

Peter Moselen also rode well, claiming a fourth and a fifth for 21 points on his cantilever Yamaha and taking home \$80 for his overall fourth place. Another local 125cc rider, John Fitzgerald (Honda CR 125) also managed to mix it successfully with the bigger machines, taking fifth and sixth places in the two legs

for fifth place overall with 19 points. He earned \$70 for his efforts.

BROKEN SWING ARM

But what of some of the other name riders? Morley Shirriffs, winner of last year's Winter series, was going very well until the swing arm of his Honda broke during the first leg. It could be that this was due to forward-mounting the rear shocks without strengthening the affected part. Warren Lambess finished sixth overall on his Yamaha YZ 360 — he obviously had an off-day but he later commented that he "learned a lot" from the longer races. John Gibbons, national 125cc champion, didn't figure in the results at all.

The consolation race brought to light some promising riders, such as Brian Reader (Honda CR 250), John Kennedy and Neil Jarrett (both Honda CR 125's). The mood of the meeting was captured by one rider who stopped at the side of the track and said to an official — "&@/!! I'm xx xxxed!! But, geez, it's a mighty track!

RESULTS: First leg — P. Ploen, Suzuki RH 250, 1; B. Martin, Suzuki TM 125, 2; G. Whitaker, Yamaha YZ 250, 3; P. Moselen, Yamaha YZ 360, 4; J. Fitzgerald, Honda CR 125, 5. Second leg — Ploen, 1; Whitaker, 2; Martin, 3; V. Rieter, Yamaha YZ 250, 4; Moselen, 5.

Below: Brian Martin presses on to second place in the first leg on a TM 125 Suzuki.

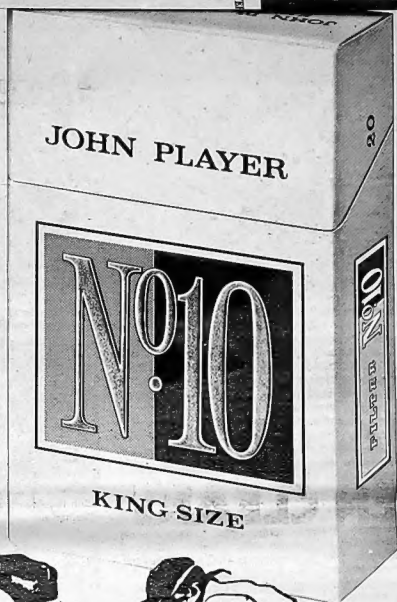
By Martin Stewart.



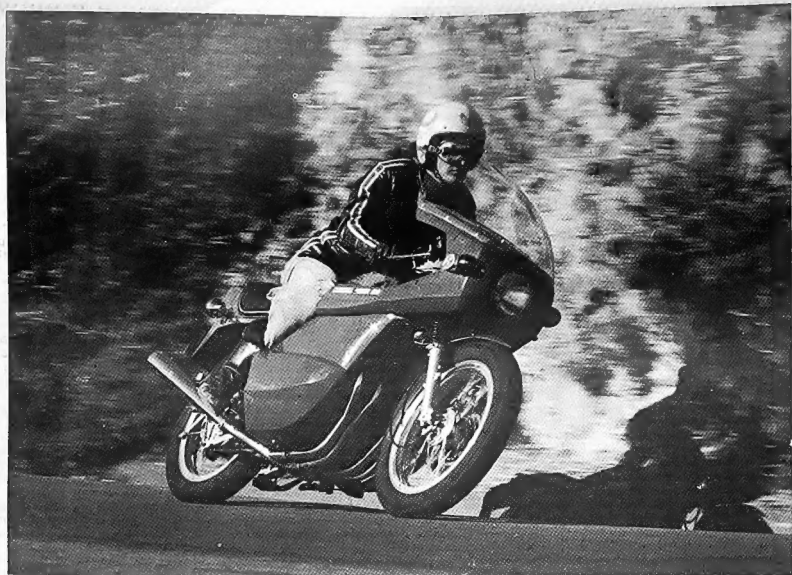
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DRESS TO KILL..



The man in the blue mackintosh and white helmet sat astride his Suzuki GT 380, parked beside the lower Hutt-Wellington motorway above the Ngauranga Gorge Intersection. His arms were folded and he scowled at the procession of assorted four-wheelers as they trickled into Wellington at the regulation 50 miles per hour. His gaze wandered further up the road and he witnessed one or two nervous drivers edging their way into the inside lane or noticeably reducing speed as their eagle-eyes spotted the danger lurking ahead. The gaze switched rapidly to the left to check on those who might have thought they were out of sight. Nobody was going to get away with anything on this particular stretch today.

It was mid April, but as far as the NZMCN tester was concerned it was December 25 and all his Christmases had come at once. A whole day devoted to riding and exploring 900cc of Dunstall Honda. Eye teeth were made for bikes like this! Conditions were perfect; the sun shone, a slight breeze blew from the north, the roads were dry and there was little traffic about. The bike had been picked up from Sawyer Honda, the Wellington Dunstall agents, about half an hour previously and rider and machine had become sufficiently acquainted to open her up a bit.

The motorway stretched invitingly ahead. The one or two cars in the distance were obligingly pulling to the inside. Who could resist it? Our Tester settled further back on the dual seat, pulled his knobby knees in behind the fibreglass fairing, elbows tucked well in, goggled eyes peering just above the perspex, and whacked open the throttle.

The man in the blue mackintosh with the pendulum head was casting a steely stare at an innocent old man in a blue Mini when a bright red apparition flashed before him. Too late, the NZMCN tester realized the predicament he was in. The Dunstall might be fast but it can't beat radio-telephones. On went the anchors, the speedo and tach needles plummeted and some mental calculations were made to see how much this particular

joy ride was going to cost. The Dunstall didn't have rear view mirrors fitted and for the next couple of miles our tester stuck religiously to 50 miles per hour, not having the nerve to sneak a look back but knowing that the GT 380 was right there.

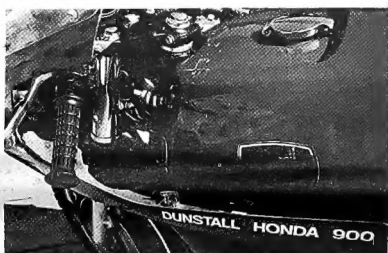
Finally, the two-stroke drew alongside. Putting on his best "Who, me?" expression, the tester turned to face his captor only to see a big brown face, grinning broadly and eyeing the Dunstall appreciatively. After a cheery wave, he left the road to join two of his mates in patrol cars.

The Dunstall Honda 900 is that kind of bike. The rider of any ordinary machine which passes a traffic cop at 110 can count on getting the chop. But the Dunstall is different and while it's different it's something special.

STARVED

Until now the average New Zealand bike rider has been starved of the opportunity to personalise his average mass-produced motor cycle. Those who had the necessary know-how and the right connections could, and did, build themselves something truly unique. Others who perused the overseas biling publications, sent to Australia, USA or Great Britain for their goodies. But this often involved long time intervals and we have heard of some occasions when the service received was less than satisfactory. Some with money and a hankering for

Above: Riding position of the Dunstall is conducive to high speed work. Tall riders can tuck well in behind the fibreglass.



Above: Use of fairing requires clip on handlebars.

something different bought one of the exotic European makes like a Ducati or Laverda.

It wasn't only the customisers who suffered from a dearth of goodies, either. The competition boys are always eager to see what the visiting riders have brought with them and it's not a rare sight to see all manner of equipment changing hands in the pits. Road racing or moto cross, the story is the same — we just do not have ready access to the array of performance parts available elsewhere.

So it shouldn't come as a surprise to anyone to learn that Dunstall customising gear has proved very popular since K.J. Rew and Co. Ltd. brought out the first bulk shipment from England in March of this year.

Paul Dunstall is probably the best known of all manufacturers of customising equipment. His name was built on the successes he achieved while racing Norton twins in British events during the late 1950's. His modified roadster proved extremely competitive against the pukka racing machinery of that time and by the 1960's Dunstall know-how was in such great demand that he

retired from racing to concentrate on preparing and modifying machines. In 1966 Dunstall began building up complete machines, based on standard Norton twins and with the advent of the CB 750 in 1970 he first turned his attentions to Honda machines.

Now Dunstall manufactures equipment for Norton Triumph, Honda, Kawasaki and Yamaha. In addition, complete Dunstall Norton 850, Honda 750 and 900, and Kawasaki 900 and 1100 machines will shortly be available in New Zealand.

The Honda 900 tested by NZMCN arrived in the country in late 1974 and was immediately whisked around the country for a bit of advance publicity. It is a complete Dunstall machine but does not have the two optional extras — the twin disc front brake or the transistorised electronic ignition system. What it does have is a big-bore kit which raises capacity from 736cc to 899cc, Dunstall exhaust system, clip on handlebars and rearset footrests, polished alloy Borran wheel rims, 11T100 tyres and lots of fibreglass. The latter includes front mudguard, GT fairing and side panels, and a tank/seat assembly which does away with the need for a rear mudguard, oil tank cover



DUNSTALL HONDA

SED

□ □



TALL HONDA 900

and battery cover. All the fibreglass on the test model was fire engine red in colour, the alternatives being yellow, black and blue. The double curvature perspex screen was clear although tinted screens are available.

BASICALLY CB750

Take away all the Dunstall trimmings and one is left with a basic Honda CB 750. The double cradle frame remains untouched, as does the suspension, both front and rear. The excellent Honda instrumentation is retained and although the headlight is removed from its brackets and repositioned within the fairing, the brackets themselves are left in place. Even the standard petrol tank is there — that nifty-looking hunk of red fibreglass behind the steering head is merely a facade to blend in with the "cafe-racer" look. In Britain, glass fibre is not considered a suitable material by the authorities for the retention of petrol, hence the standard steel article beneath the fibreglass. However, genuine fibreglass Dunstall tanks are available here, though they can only be used in conjunction with the separate Dunstall seat assembly. Whereas the tank cover/seat/side covers assembly will set you back between \$185 and \$197, depending on whether you buy the metallic or the opaque version, the separate tank and seat cost a cool \$275 for the pair.

The top fairing is handsome and practical, adding a few more miles per hour to the top end and offering the rider a surprising degree of protection from the elements. Large square section tubing connects the fairing to the steering head via a large u-clamp and a cross brace under the petrol tank secures the sides of the fairing to the top frame members. The side panels bolt onto the top fairing and are rubber mounted to the frame below the motor.

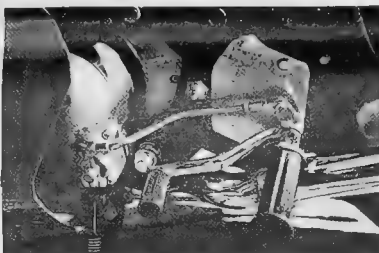
CLATTER

The first time we rode the Dunstall, around Christmas when the machine had not been given a thorough going over, a quick run around Wellington's apogees for roads revealed that the fitting of the fairing was not all it could be. The fibreglass tended to flap around in the breeze and irregularities in the road made it clatter and shudder something terrible. By the time our second ride came around, however, this was completely eliminated — all the fibreglass fittings were securely mounted.

The fairing and perspex screen for a big Honda costs \$156. Side panels, which are designed for the CB750 only, cost about \$75.

No self-respecting cafe racer would be without a fibreglass or alloy front

Below: Rear set gear change mechanism gave no trouble, only slight longer travel.



Below: Stock Honda instruments are used.

guard. The Dunstall fibreglass product is of universal fitting and clips onto the fork legs below the rubber gaiters. It is very close fitting and a certain amount of filing and adjusting may be necessary for a good fit. The guard costs \$21.40 and although it wouldn't do as good a job as the standard guard, it certainly complements the cafe racer look.

The 20% increase in engine capacity is obtained by increasing bore diameter of the four cylinders from the standard 61mm to 67mm. The conversion kit includes liners, pistons, circlips and gaskets and fitting instructions.

Compression ratio is upped from 9:1 to 10:1. To accept the thick-wall liners the cylinder casting must be machined. Then the liners must be rebored and honed, so the basic cost of the kit (\$288) won't be the total cost unless a purchaser has free access to a comprehensive workshop.

In addition to the 900cc kit, the Dunstall Honda 900 has a modified cylinder head with reshaped and polished ports. The engine breathes through the same 28mm Keihin carburetors as the CB 750, the only alterations being to jet sizes. Ignition is also stock CB 750 although the optional Boyer transistorised ignition is available for \$155.

HIGHER GEARING

Overall gearing of the Dunstall Honda is raised by the fitting of a 19 tooth gearbox sprocket — one tooth more than the standard cog — and is further raised by the larger rear wheel. The Borrani alloy wheel rims are VN42, 4.10 x 19 inches front and rear. The CB 750 has an 18 inch rear wheel.

Perhaps the most popular Dunstall lines are the exhaust systems. The patented Dunstall Decibel silencer will do justice to virtually any four stroke machine; in conjunction with a carburettor jet change it will almost certainly increase perform-

ance while emitting a remarkably mellow exhaust note. The four-into-two system for the CB 750 is claimed to increase power by up to 11.78 bhp at 6500 rpm, if carburettor main jets are increased by one size.

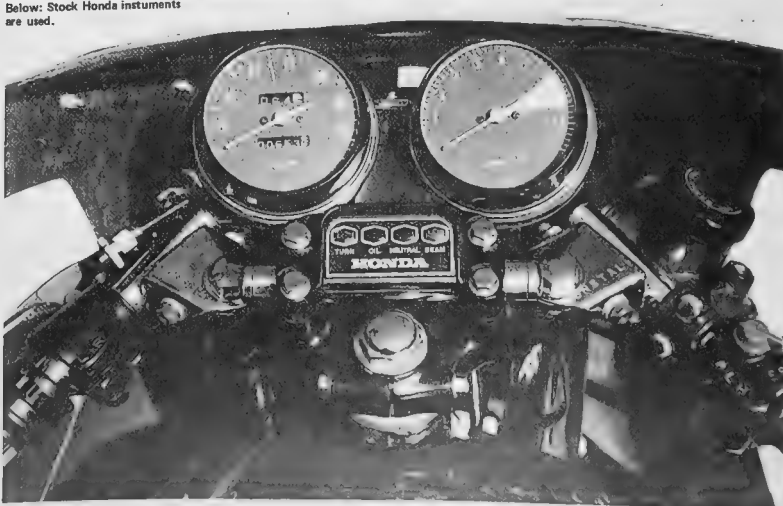
The complete system, including header pipes, manifold, twin silencers and fixing hardware will set you back \$175. Installation is quite straightforward — the silencers bolt to the rear footpeg brackets which reposition the pegs higher on the frame. On the left hand side, the mounting bracket also serves as a stop for the centre stand, seemingly to prevent the stand from fouling the chain. Under spirited cornering — as one tends to do often on a machine like the 900 — the stand scrapes rather too soon.

A rearset footrest kit and clip on handlebars complete the racing look of the Dunstall 900 Honda. Gear change pattern is unaltered — one down, four up, operated of course by the left foot. Leverage on the foot brake pedal is considerably reduced, so much so that the rider has to virtually stand on the pedal to get maximum braking effect from the rear. The mounting brackets are cut from aluminium; they bolt securely to the diagonal rear frame tubes. Levers and linkages are chrome plated but the welding is unbelievably ugly. Dunstall rubbers adorn the pegs and gear lever.

Dunstall's Honda clip on handlebars are not of the usual variety. Instead of clamping onto the fork slanchions, the pegs are fitted beneath the fork top nuts and are further secured by allen-headed pinch bolts. Stock controls and cables are utilised. This type of mounting has two advantages over normal clip on mounting: it enables the headlamp brackets to be retained, thus making them easy to fit, and they are less likely to slip.

The design and cost of

Cont. on Pg 12.



BOG WHEELING SPECIAL

Chris Harris reports on the SSdT



Chris Harris urges his Bultaco forward with a dainty dab in a steep loose-surface hillclimb section.

Unlike last year, when it was a mad scamper up to Edinburgh from London, I had a couple of weeks holiday touring about Scotland and seeing the countryside before arriving leisurely at the trial weigh-in.

The cattlemarket was, as usual, a bustle of extraordinary activity as machines were given a last minute checkover before being passed in for machine examination including the marking of parts not to be replaced.

Many competitors were having last minute reservations about their machine's durability for the coming hectic week. Ritchie Sunter had removed the swinging arm from his bike to tackle some problem, Rob Shepherd had his works Montesa's flywheel casing off with sparks problems while Malcolm Rathmell was wearing a worried look as he fiddled with his Montesa's carburettor trying to get it to close off properly.

It was interesting to see the new Suzukis bristling with titanium bits and pieces, the acute angled rear suspension of Mike Andrew's Yamaha, the queer appearance of the works Husqvarna and the Puch which Walter Luft was to ride. There was always a group of onlookers around the quartet of TL250 Hondas looking sleek in the sunshine.

I'd obtained a large two gallon tank for my Bultaco and raised the gearing by one tooth on the gearbox sprocket

to help the engine along on the full throttle road work.

Monday, the first day of the trial, dawned bright and clear with 168 miles ahead and 20 observed sections divided into many subsections.

A thoughtful gesture by the organisers made the first section a level one with pumpkin sized stones the main obstacle in the three subs.

The next one though showed real Scottish quality as the six subs wound their way up a steep boulder strewn gully.

In spite of its difficulty my confidence received a boost when I got through the lot clean.

Then on to "Edramucky". There was an enormous crowd relaxing in the sunshine watching. The rocks seemed as big as houses and intimidating. I bounced and jostled my way through the first sub for a 2, almost lost the lot on a rocky ledge when the front wheel suddenly went skyward in the second sub — and had to settle for an untidy 3, whilst the third sub needed a solitary dab and the fourth I conquered clean.

Phew! Six points down. I was satisfied — it had cost me nearly double that last year.

Well, there were seventeen more sections that day and I miraculously lost just two more points to finish with a total of 8.

However not all had the good fortune that I had experienced. Unluckiest was Sid Lampkin who retired when his Bultaco's big end failed putting the Bultaco factory out of the running for the team prize.

I suppose that the second day of the Scottish was noted by an extremely difficult series of sections as "Blackwater" and "Lagan Locks". My luck didn't hold for this lot and during the day I steadily frittered away "ones" and "twos." There were however some four hours of non stop riding over very rough ground — most enjoyable.

At Lagan Locks the sections twisted about a steep gully filled with loose rocks. Speed in 2nd gear was the recipe for either success or spectacular failure. I lost a series of disastrous fives here as stones moved at the most inopportune times from beneath my spinning wheels.

At one stage I eased my Bultaco down a steep rocky ledge — and promptly went over the handlebars!

I guessed about 40 points lost this day!

The next three days don't bear analysing individually.

Suffice to say that I made a mistake in mentally calculating the time allowance on Wednesday afternoon. Generously allowed myself an extra hour! Had to scurry like hell when I woke up to it, and lost twenty points for being 20 minutes late.

I had a terrible ride on "Ben Nevis" which went up and up in a series of sub sections which defy description. I lost a packet of fives here.

Then on Thursday the twin schedule was exceptionally tight. So tight that there was not time to walk through the sections — you glanced at them from the saddle of your bike then rode them by instinct more than anything else.

The top riders showed up here through their previous years' knowledge of the sections and their wealth of riding experience. They also managed to get to the front of the queues of riders waiting their turn to ride the sections!

Between sections there was certainly some hairy riding as riders gave their best to stay on schedule. With my higher gearing I was able to pull 80-85 mph on the downhill runs but the detonation coming from the engine was alarming. Several riders retired from the fray with melted pistons.

My Bultaco showed a few scars too. I bent both rear suspension units and had to stop and straighten them. The gear lever broke and the spare I was carrying wouldn't fit securely so I had to take it off every time I changed gear for fear of losing it. Finally the speedo, cable broke, and the speedo itself was crunched by a rock, fell off, and was lost forever.

I was really late that day!

Friday the fifth day is always the last day of real riding. My Bultaco had begun to vibrate noticeably. I thought at first that it was loose engine mounts but a check showed that they were tight so I pressed on. I had some really good rides especially at "Pipeline" where I lost only a couple of points.

Saturday was a relief. A quiet ride back to Edinburgh to finish the trial.

When the results were announced I found that I'd won a Fire Class Award — marvellous.

Oh yes, I almost forgot. That vibration on the fifth day. My Bultaco's frame was broken beneath the motor in three places!

Mick Andrews won his fifth Scottish Six Days Trial this year, equalling Sammy Miller's record number of wins in the event. Andrews finished the six arduous days with a loss of only 38 points, 11 ahead of fellow Englishman Dave Thorpe. He has previously won three SSdT's on Ossa machines and he has won the past two on Yamaha TY 250's. Thorpe was Bultaco-mounted this year. Malcolm Rathmell came third, losing 52 points on his Montesa and Frenchman Charles Coutard was the highest-placed foreigner, coming fourth and losing 72 points on his Bultaco. New Zealand's Chris Harris finished 75th out of a field numbering more than 280.

POWER WINS AT HATUNA

National trials co-champ ion, Greg Power, (Yamaha) stamped his superiority over the rest of the field to win the Papakura club's first round, of the Cottingham Cup at Hatuna by a margin of 13 points.

The trial lived up to the Papakura tradition of hard trials and one particularly difficult section had to be cut down from five laps to four.

Peter Martin collected second place on his Ossa while Trevor Clist (Suzuki) got the better of Cedric Stone, Chas Swanson and Ron Stables in a very close competition for third. Only six points covered the third to sixth places.

RESULTS

G. Power, Yamaha 250, 20 points
1. P. Martin, Ossa 250, 33, 2;
T. Clist, Suzuki 250, 41, 3;

LINTOTT WINS AT P/NORTH

Peter Lintott (Yamaha) narrowly won a three-cornered contest from Neil Harris (Ossa) and Warwick Young (Ossa) in a difficult trial at Palmerston North.

Exceptionally heavy rain overnight made many of the observed sections more difficult than the organisers had intended. Scores were high as the tree root sections were so slippery that wheel-grip was non-existent.

In spite of the conditions some very fine riding was seen from both A-grade and B-grade riders.

One steep hillside section particularly, which had a ledge at the top, required full bore tactics and a very delicate throttle hand to get over the ledge — for those who got that far, that is.

Judging by the attendance at the last couple of trials in this area, the Manawatu Orion club can look forward to continuing rapid growth in trials competitions

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DUNSTALL From Pg 9

Dunstall footrest kits and clip on bars for the various makes and models vary considerably. The rearsets for the CB 750 cost \$104; the clip ons are \$30.

When we picked up the machine from Sawyers it had already been warmed up. A turn of the ignition switch, mounted on the inside of the fairing by the front of the gas tank, and a brush of the starter button had the four pots bursting into life. The kick start could also be used by retracting it from behind the side panels but a hefty swing resulted in the shank getting hooked up behind the foot brake pedal.

It took remarkably little time to adjust to the racing style riding position. Our 6ft-plus tester found the relationship between pegs/seat/bars ideal for open road riding and once a respectable speed was built up he found he could tuck in behind the fibre-glass in full command of the machine without any strain on wrists, back or legs. Weaving through town, the rider sits at the very tip of the dual seat to be in as upright a position as possible, for the set up naturally demands a little more care in manoeuvring than a normal arrangement. In this more upright position the rider's inner thighs tended to be chafed by the edges of the fairing and the rear of the tank cover, but surprisingly little effort was needed to manhandle this roadburner during an hour of city riding in heavy traffic.

TRACTABLE

The CB750 is a very tractable machine but the extra c/s make the Dunstall 900 version even more so. Moving off from standstill requires merely a gradual release of the clutch lever — the machine will plonk along smoothly and unfussily at idling speed, despite the higher gearing. At a steady 25 miles per hour the tachometer needle is pointed to 1500 rpm and no snatch is experienced.

But such a machine is utterly wasted performing the duties of a commuter machine. Paul Dunstall earned his reputation on the British short circuits, like Brands Hatch, and his products back up that reputation. The Dunstall 900 Honda is not all show, not all flamboyance. Certainly, it's dressed to kill, but all the dressings are conceived with one thing in mind — performance. Even without the big-bore kit, worked head and taller gearing, the reduced drag brought about by the fairing, the boost in power from the exhaust system and the reduction in weight should noticeably increase performance, particularly at the top end where top speed should be increased by several miles per hour.

With the addition of the 900cc kit, the machine is totally transformed. Extended 100mph cruising could be done with the engine turning over at an effortless 8200rpm. If that was legal, of course.

At 20 under the ton the motor absolutely purrs

along at 4800 rpm and is just getting into its stride, for while the 900 is endowed with a beautifully broad power band, the real urge comes on at about 5000 rpm — as is the case with the CB 750.

Within the span of our test, it would have been impossible to obtain accurate performance figures. It has not been the policy of NZMNC in the past to do this as they are largely of academic interest only. But we would certainly like to put the Dunstall 900 on the dyno — if only to compare the results with the CB 750.

The most noticeable effect of the conversion is the tremendous increase in torque in the low and mid ranges. How reliability is affected remains to be seen but the CB 750 motor is a very sturdy unit and we cannot imagine that the conversion would cause any undue strain on the other standard components.

EXCITING

On a fast, winding road the 900 is an extremely exciting machine to ride. It cannot be flopped from side to side as quickly as other lighter big-capacity sports machines but the steering is precise and manageable. The low, narrow bars contribute greatly to the feeling of precision but on the other hand jolts to the wheel have a more pronounced effect on the steering than with higher, wider bars.

Swinging through fast bends was found to be easier by our tester if his 11-stone body weight was kept as far forward as possible and by "hanging out the side" slightly rather than relying on pressure from the knees to coax the machine over.

Both front and rear

suspension are firm but adequately damped. A slight wallow fee was evident on occasions, particularly when two-up, but this was certainly not distressing.

Not once during the test was a gear change missed, demonstrating that although lever movement is longer, engagement remains clean and positive. The clutch is remarkably light for such a large machine. First cog is quite a low ratio and with the tremendous torque available can make for very rapid starts from standstill.

There used to be an unwritten law that racing-style seats should be as uncomfortable as possible. The dual seat on the Dunstall is firmer and considerably narrower than the stock Honda seat but we found it to be very comfortable. In fact we preferred it to the original. But the feelings are not the same from the passenger's point of view. The main problem here is that the pillion rider tends to rise above the crouched rider but has nowhere to grab a hold. With the rider in a fully crouched position there is precious little room for an extra body.

STREET LEGAL RACER

But the 900 is really a street legal racer and as such it is not built to cater for city traffic or two-up touring. It will perform both of these functions uncomplainingly but there are much better and cheaper ways of going about them. It's a performance machine — and although there are faster or better handling machines available, there are very few that can attract as much attention. And isn't that what cafe-racing is really all about?

Specifications

ENGINE: Four cylinder, overhead cam. CAPACITY: 899cc. BORE AND STROKE: 67mm x 63mm. COMPRESSION RATIO: 10:1. STARTING: Kick and electric. TRANSMISSION: Five speed, chain drive. WHEELBASE: 1455mm. WHEELS: 4.10 x 19, front and rear. Borrani alloy rims, Dunlop TT 100 tyres. BRAKES: Hydraulic single disc (296mm) front — single leading shoe 180mm rear drum.



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Moore On Speedway



In this column, former double world speedway champion and multiple New Zealand title-winner **RONNIE MOORE** keeps NZMCN readers in touch with events at home and abroad.

I believe that the extent of the injuries I received in my recent crash in Australia, were because some one stole my Bell full face Helmet. The other day a carton arrived from Bell in Los Angeles with a couple of new full face helmets and all the bits and pieces, included was a letter from Bell asking me what was the attraction of my helmet as one was stolen on the production line in the factory.

We had a 1/2 mile speedway meeting on in Christchurch the other day with M.X. bikes and a few speedway bikes as well. Graeme Stapleton really showed them how in both classes, but a man that was running close to him, Dennis Sincock, will be under my care next year because I think he has a good future.

The battle of the new **FOUR VALVE MOTORS** is on in England now. Phil Crump (Australia) beat Peter Collins (England) in the decider of the British Match Race Championship at Leicester. Collins was on the new Veslake motor and said it is definitely faster than his standard Eso — some more news about the Veslake in a short time. Ivan Mauger has been putting in a few rides on a Swedish four

valve motor that first appeared at last years World Final Meeting ridden by Christer Lotquist of Sweden.

My old club Wimbledon finally won a match. Through my injury one of its top men, Graeme Stapleton, has stayed here to run our motor cycle shop until I am fit enough to take over again. Then Trevor Hedge the top Englishman in the club, was moved to another track, Bert Harkins who crashed in the final meeting last year, has only just made it back, and Christchurch's Larry Ross is scoring in his first experience of English Speedway.

The Coventry Promoter is seeking permission to use 16 year old New Zealander **MITCH SHIRRA** in two teams. Mitch belongs to Coventry which is first



division, but was loaned to Coatlbridge in the second division to gain experience. Now Coventry want to use him for some of their matches as well, which can be done, but when riding for two teams the week can sometimes get pretty hectic, not so much in riding but in the travelling between the different tracks.

Garry Peterson returned to England to renew his association with his old club Wolverhampton.

Ivan Mauger and Barry Briggs had their first round of the 1,000 metre long track championship in West Germany, results not known at the time of writing this. They also had another booking for that day, to play in a football match, a Testimonial for me at Wimbledon Football Club ground. The match was between the Show Business/Journalist side led by Alvin Stardust and the Speedway Team. I have not heard the results yet.

The first initial rounds of the World Championship have started, they are in the second division to find out which riders will work their way up into the first division rounds which are due to start at the end of May.

There have been com-



Briggs leads Ed Stangeland during the World 1000 metre long track championships in Plattling, West Germany.

plaints from riders about **TRACK CONDITIONS** in England this year, but I think those riders have forgotten about the weather conditions they have been racing in. The snow has gone but there is still a lot of rain, and from that rain some cancelled

meetings. The big problem is going to be, how to fit all the extra meetings scheduled for this season in when they already are behind schedule from cancelled meetings. I would think the end of October would be the earliest they could finish.



Spectators shield their faces as a tight group of riders, led by Briggs, round a corner during the long track championships.

it's a matter of cycle communication....



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IXION ENDURO

Wellington's Ixion club will stage what it calls "The First National Enduro" in the Akatarawa and Rimutaka ranges on 22 June. The event, which is expected to attract individual and team entries from all over the country, will be held in approximately 80 miles of busi tracks and former logging roads which forms part of the Wellington Regional Water Board's 10,000-acre Whakatiki catchment area. The area was designated a "trail riding area" by the board late last year.

A variety of conditions will be encountered by contestants. Two NZMCN staff members recently went along on a work party with Ixion club members to survey the planned route. One staffer rode a Yamaha AT3 trail bike and the other a Bultaco Sherpa 250cc trials machine. We can report that the event should certainly live up to the name of "enduro" — conditions range from moderately fast loose gravel sections, to mount-

ain climbing, stump pulling, bush bashing and river crossing. It will be a real test of endurance and ability.

Both the NZMCN machines survived the "preview" although the Bultaco was probably the more suitable of the two mounts for the conditions encountered. One point in the Yamaha's favour however, was comfort.

Each rider will be given 1000 points before starting out on the course (a full

timetable for which will be sent on receipt of entry) and points will be lost on the basis of two points for every one minute early and one point for every one minute late through the timed sections. There will be at least two of these of varying speed averages. A special test, run over five miles of a separate course, will decide final placings and break any tie.

Gold medals will be awarded to riders who loose no more than five points in total. Silver medals go to those who loose no more than 20 points and bronze medals will be given to those who loose no more than 40. There will be class awards for up to 125cc and 126cc and over.

Entry fee is \$4.00 and entries are limited to 85 riders. Entries close June 10 — enquiries should be sent to: Laurie Petterson, 50 Gillespies Road, Akatarawa, Upper Hutt.

H.B. CHAMPS

The Hawkes Bay club's moto cross champions for 1974/75 are: A. Golds (500cc), W. Robottom and N. Harvey (350cc), G. Stainton (250cc), D. Beere (200

cc) and C. Derwin (125cc). Derwin also won the club 125cc and 250cc hill climb championships while Harvey won the 350cc title. P. Symons was the club's top trials rider.

READ TITAN GEAR

K.J. Rew Ltd, the Wellington-based company who import Dunstall gear into New Zealand, have a shipment of Read Titan customising gear on its way from Britain. The gear is mainly for Honda and Kawasaki machines and will be of generally similar lines and price to the Dunstall equipment now available but some new lines will be offered. These include four-in-one exhausts, star type magnesium alloy wheels, alloy gas tanks, and consoles for gauges and instruments. The shipment is expected to arrive in this country some time in July but as yet no further details are available.

EVEL EYES CHANNEL

He's at it again! Not satisfied with his successful Snake River Canyon jump (you could hardly call it a failure when he collected more than \$3,000,000)



American stuntman Evel Knievel has dreams of leaping across the English channel aboard another Sky Cycle. If he can make so much money from attempting a 3.2km jump, how much would a 24km jump (the distance from Dover to Calais) be worth? Running the story, London's Daily Mail newspaper reported that permission for the stunt may be difficult to obtain. They are probably right.

IXION SERIES DATES

The dates of the final four rounds of the Ixion \$5000 winter moto cross series are as follows: June 15 (Otahanga); July 13 (tentatively Pauatahanui); August 10 (Otahanga); September 7 (Queen Elizabeth Park).

here's something to cover up that grotty wallpaper in your room...

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500 FOR FRENCHMAN
 Georges Monneret, a 76-year-old counterpart to our own Bert Munro, achieved a lifetime ambition recently when he won his 500th race - a veteran's event held on the Bugatti circuit. Monneret had been trying for his elusive 500th win since the French Motor cycling Federation withdrew his international licence, on the grounds of age, in 1964 after 499 victories. During nearly 50 years in the sport, Monneret set 184 world records.

NO. 1 BOOTE FAN

Fourteen-year-old Porirua schoolboy Wayne MacDonalld is nuts about motor cycle road racing but the fact that he's not old enough to get a road licence, let alone a competition licence, hasn't prevented him from furthering his interest. Wayne has been working on a project for the past two years, compiling scrap books and collecting photos, autographs, and bits of information on New Zealand road racers - and the Boote brothers in particular. The interest in the Boote brothers, John and Gary, began at the Porirua road races in 1974 when Wayne first met Gary. Then he met John at the Gracefield GP and since then his interest grew to the point where Wayne can lay claim to being their number one fan. He has been interested in bikes for about three years now, ever since "Uncle" Ernie Cudby of Lower Hutt introduced him to beach racing, and he is now looking forward to the time "when he owns his own machine" - "probably a 125 cc trail bike to start off with".

Ireland From Pg 5.
 TZ 700.

A string of successes follow, not the least of which was his third place in the 350cc race at the recent Manfield meeting and a second at the final points meeting at Bay Park.

Much of the credit for the latter must go to Peter Watts who rebuilt the sick motor Ireland brought back from Manfield in time for the following weekend.

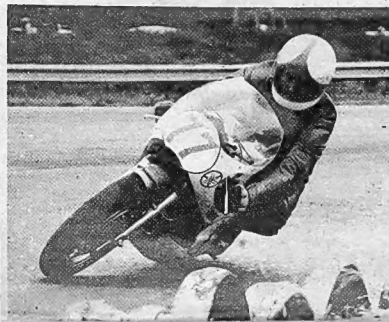
Sometimes working late into the night in the workshop of local Yamaha agents McCutcheon Motorcycles, Peter has been of invaluable assistance to Ireland, as has Noel McCutcheon in providing the use of all his facilities. But then Noel McCutcheon understands the problems facing motorcycle racers - he was one himself, and had the distinction of leading the 1958 New Zealand team to the Isle of

Man.

Looking to the coming season, Ireland hopes to race both the TZ350 and the TZ700 he has recently bought from Gary Boote, but as he says, "It all depends on finance, or in other words, that magical word, sponsorship."

Up to the present, Andrews and Beaven have supplied brake pads which have saved considerably on maintenance. This has paid off for the company as many New Zealand riders are now using the high quality linings supplied by their South Dunedin factory.

Whatever happens, Ireland will be campaigning the TZ 700 at all next seasons meetings, and for this reason he has decided to move to Christchurch so as to be closer to the action. So you can bet we will be hearing a lot more of him next season.



Gearing it around Marlboro at Rungwa. Photo: Brian Hooping.

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NOTICE

The Annual General Meeting of the Hutt Valley Motor Cycle Club will be held in the Mabey Road public hall, Avalon, Lower Hutt, on Wednesday June 4 at 8 p.m. All present and prospective members are cordially invited to attend. Bob Stevenson, Secretary.

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Electronic ignition system for Honda Four or Kawasaki Four. New condition, fitted in 20 minutes. \$75.00 or offer. Contact Bob Stevenson, 42 Beaumont Ave, Lower Hutt. Ph. Wellington 696749.

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